

THE DAYTONA GAZETTE-NEWS.

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Edw. Fitzgerald, Publisher

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LOTS OF TALK AND LOTS OF BUSINESS

What the City Fathers Did Do, Did Not Do, And Intend To Do in the Near Future.

The City Council held its regular monthly meeting Monday evening, with all members present. The usual routine of reading and approving the minutes was first disposed of, after which bills amounting to the sum of \$177.04 were approved and ordered paid.

A. M. F. Porter, the chairman of the Street Committee, presented an itemized report of the authorized street improvements on North and South Ridgewood and Palmetto avenues, which was accepted, but owing to the length of the document it was not read. The report shows that \$4,266.71 had been expended on the streets mentioned, besides the two fills on South Ridgewood. It was voted to assess two-thirds of one-fifth of the cost of the two fills to the benefited property and the rest to the general fund. The Council seemed to be of the opinion that the most part of the fills was a useless expenditure of money, consequently the usual two-thirds could not, with equity, be assessed to the property holders. Alderman Matthews said that the street in those particular places did not need a spoonful of filling. Other members thought that one-fifth of the fill was needed, hence, their decision to make the assessment on one-fifth. The sum represented in the Street Committee's report, with the amount decided on the fill, together with \$135 collector's fees, was turned over to the Special Assessment Committee, with instructions to make the pro rata assessments against the abutting property.

Three of the tonsorial artists of Daytona, namely, W. A. Ben Der, A. R. Edwards and B. P. Smith, presented a petition asking that an ordinance be passed requiring all barber shops in the city to close at 12 o'clock Saturday night and remain closed until 7 o'clock Monday morning. This brought out considerable discussion, both pro and con. Finally, Alderman Schmidt made a motion to lay the matter on the table; the motion was seconded by Alderman Smith, but on the vote being taken, was lost. After considerable more "tag-chewing," a motion was made by Alderman Foster, seconded by Alderman Atwood, that the Ordinance Committee be instructed to draft an ordinance as near in conformity with the petition as possible, and present same at the next meeting of the Council. This motion carried.

At a previous meeting of the Council the Ordinance Committee was instructed to draft an ordinance requiring carriages and all other vehicles to carry side-lights. Alderman Atwood did not think it was right to impose such a hardship on them, and as a majority of the Council seemed of the same opinion, a motion carried to rescind the instructions.

The bridges about town were next discussed. Alderman Atwood said that very shortly the city would be obliged to build new bridges on South Ridgewood avenue, and both North and South Beach Street. The bridge on North Beach Street, said Mr. Atwood, is liable to go down at any moment with the heavy traffic and numerous automobiles. It was his opinion that the bridge should have stone abutments and steel stringers, and that the present Council should husband the funds as much as possible this year so that substantial bridges could be built next year. Dr. French stated to the Council that the bridge over the North Canal on Beach Street had settled, over five inches since the new street was built, and that it was dangerous. It was voted to have a danger sign displayed on this bridge, and the offer of the Mayor to make plans for a new one was accepted. The matter will probably come up again at the next meeting.

The Mayor asked that the Council make arrangements to supply an extra policeman for winter months, deeming that the city was not adequately policed. The city now has no night police protection. Some members could not see where the extra man's pay would come from. President Harris thought that could be easily arranged for, when the objection that another man would not prevent depredations as the city is so scattered was brought out. Maj. J. A. Hendricks addressed the body, praying for the policeman as a protection to the women and children who might be on the streets after nightfall, if for no other purpose. The Mayor's request was shown under, however.

The old, old cow difficulty was next brought up. The cows from the back woods have a constant desire to wander into civilization and meander about the various gardens and yards of the city. The present pound is situated at the north end of town and most of the cattle wander in from the south end, and Marshal Zuber said it was impossible to drive them so far, especially when the electric light plant was in operation. The Mayor was given authority to have a sub-pound constructed in the south part of the city, and the Marshal was given authority to employ small men or large boys in sufficient numbers to corral the next bunch of cattle that his optics spotted.

Maj. J. A. Hendricks, representing the

A WELL-ATTENDED PUBLIC MEETING

The Waterworks And Sewerage Questions Thoroughly Discussed Wednesday Evening.

Next Tuesday will decide whether Daytona shall have waterworks and sewerage. On that day the bond electors will have an opportunity to cast their ballots either for or against the measure.

A meeting to discuss the questions was called by a number of citizens at the Armory Wednesday evening. About 150 persons were in attendance and everyone present seemed deeply interested in the matter.

Mayor Chas. L. Smith called the meeting to order, and was elected permanent chairman. J. W. Wilkinson was elected secretary.

At the request of G. H. Matthews the chairman refuted the statement made by a correspondent in the Gazette-News a week or so ago stating that St. Augustine had no sewerage system. Mr. Smith said he visited the ancient city Monday for the express purpose of ascertaining the drainage status of the city. He found that there were thirteen miles of private sewers, and the mayor of St. Augustine informed him that were the matter of bonding the city for a municipal sewerage system brought up, the measure would carry almost unanimously.

Capt. J. B. Parkinson delivered a very convincing and lengthy talk fully demonstrating that Daytona was badly in need of fire protection. At the close of his address he was loudly applauded.

Dr. G. E. Walton and Dr. H. H. Seelye talked on the sanitary condition of the city, and fully demonstrated that the city was in need of adequate sewerage facilities. Two or three others made brief remarks advocating the measures. Their remarks were received with loud applause which showed that most of those present were not among the "anties."

E. W. Greene, who is decidedly opposed to the system, made an address stating that the city was too poor to afford the protection proposed.

The Gazette-News believes that Daytona needs both systems and needs them greatly. As we stated in an editorial a couple of weeks ago, should fire break out on Beach Street under existing conditions, it would, in all probability, wipe the town from the face of the map. And, again, should it be our misfortune to be visited by a disastrous conflagration it would destroy the beautiful trees which are the landmarks that attract so many thousands of visitors here every year. In such an event property values would decline, people would no longer be attracted, and those who depend upon the tourists for a livelihood would be obliged to seek other fields to make a living.

As to the sewerage proposition, very few cities in the land the size of Daytona are without a sewerage system. Should a severe epidemic of disease visit Daytona it would result in keeping visitors away to an extent that would mean the loss of several times what the combined proposed system would cost. Without proper sanitation those who are near and dear to us are liable to be at any moment taken away by some dread germ disease. How could such a loss be figured in dollars and cents?

To the gentlemen who are opposed to the measure we ask: Will you let the interest on from \$55,000 to \$70,000 bonds keep you from voting to protect your property, and the lives of your wives, children or parents? This is a very narrow minded individual indeed to stop to consider paying a few extra dollars for this great protection. A very conservative, not radical, estimate places the increase in taxes at perhaps forty per cent for the first year or so. After that it stands to reason that the plant would be self-supporting and pay the interest on the bonds. At DeLand we are informed the waterworks system pays the city a profit of nearly \$2,000 per annum. What DeLand can do, Daytona, with twice the population, can certainly accomplish.

No matter what your sentiments are, turn out and express your opinion at the polls next Tuesday, but in doing so think well of the future prosperity of the city.

"Red Devil" and "Whit Angel."

Monday C. G. Burgoyne received his new automobile—that is, his newest—it is undoubtedly the finest specimen of a touring car yet seen in the city. The auto is a Columbia of 24-horsepower, and capable of going at a speed of 55 miles an hour. The car is a handsome and heavy built machine, painted red. It can be called a "red devil" or, as Mr. Burgoyne puts it, "Diabola Colorado."

Geo. H. Foote also received his new Cadillac automobile this week. Unlike Mr. Burgoyne's, his machine is painted white, symbolic of angelic qualities. It is an 8-horsepower machine and makes a decidedly handsome appearance. Mr. Foote has been touring the town considerable since its arrival, with Dr. W. E. French as chauffeur.

Peter Cavallas, the noted bicycle rider, arrived in Daytona Thursday evening, and will look after his fruit stand on North Beach Street during the winter.

WORLD'S RECORDS WILL SURELY BE MADE

Alfred Reeves Thinks No Auto Track in the World Equals the Daytona-Ormond Beach.

Mr. and Mrs. Alfred Reeves and son who have been spending a couple weeks at Schmidt's Villa, departed Tuesday for their home in New York. Mr. Reeves, secretary of the Empire City Track, where many of the large automobile races are pulled off. He came here for the purpose of inspecting the beach, and was well pleased with it. Before leaving Tuesday he called at the Gazette-News office and left a copy of the report he will submit to the automobile owners of his wide acquaintance, and also furnish the New York newspapers for publication. Following is the article:

"My visit to the famous Daytona Ormond beach convinces me that America will hold all the world's automobile records after the two weeks' tournament which begins January 25. With an incomparable course, the fastest machines in the world, the most daring operators, the best managers, and all striving with no other object than to increase the interest in automobilism, the second annual affair of the Florida East Coast Automobile Association is certain to be a success of world wide interest and importance. It should bring thousands of desirable visitors to Florida, many of whom will appreciate for the first time the beauties of its vegetation, the glory of its climate and the pardonable pride and unflinching courtesy of its people.

"Of the smooth, hard, fifteen mile stretch of sand from Ormond to Mosquito Inlet too much cannot be said. I doubt whether its equal can be found anywhere else in the world. Cared for by the tide, which ebbs and flows twice in twenty-four hours—the entire course being straight as an arrow—the place offers an ideal spot for speeding automobiles. The finest track in America is not within hailing distance for speed and safety. Going at a fifty-second pace for a mile a racing automobile will home almost a foot going over a lead pencil. Yet, on that asphalt-like stretch of sand there is not a rise or a dip, not a stone or a stick. A mile in forty seconds seems certain.

"For safety, the course cannot be excelled. About 400 feet of good traveling with the water on one side and the loose sand on the other. The breaking of a wheel or the bursting of a tire can only result in the machine coming to a gradual stop in the soft sand or giving the operator a pleasant bath in shallow water. There is nothing to do but to turn on the full power. After the meeting no manufacturer or operator can find any foundation for claiming his machine did not have every possible chance to make fast time. The venerable saying bearing gentleman known as Father Time will certainly have to look to his laurels on the occasion of the Daytona Ormond tournament.

"Automobile manufacturers approach the fact that records are the best recommendations for selling machines. True, every man does not want a million minute motor car, but racing improves machines by the process of elimination, and a car that, when forced, can go fifty miles an hour is certain to furnish forty miles an hour without straining its engines. For that reason I believe that every prominent automobile builder in America and in Europe will be represented in the January races by cars of great speed driven by men of great nerve and skill. At least ten racing cars capable of doing better than a mile a minute should compete. It is quite probable that entries will be made by Barney Oldfield, the American champion, and his 100-horsepower Winton; Harry Cunningham with a 40-horsepower Barney; Fred Walsh with John W. Gaze's 60-horsepower Mercedes; H. C. Herman's 40-horsepower Panhard; the famous 40-horsepower Deaneville that was driven in the races last summer by Henri Fournier; L. P. Moore's, of Cleveland, of Paris; Charles G. Widdoway, of New York, with the 80-horsepower Peerless racer; George C. Cannon, the Harvard student, and the steam machine that he built himself and with which he has covered a track mile in better than a minute; J. W. Howard, of Trenton, N.J., and his steam racer; W. C. Baker, of Cleveland, and his electric torpedo; Windsor F. White, of Cleveland, and the new White steam carriage; Homan and Scholtz's 60-horsepower Moss, formerly owned by Henri Fournier; Laurent Grosso, of Nice, with O. W. Gright's 60-horsepower Mercedes; and Norris Mason, of New York, with the Renault racer that furnished a speed of eighty miles an hour in the Paris-Madrid race.

"There is sure to be a good representation of foreign operators. Henri Fournier is coming to America for the Automobile Show at New York, and will undoubtedly try to lower the American record of 51.15 seconds that he supplied two years ago, and which has yet to be beaten. Fournier is considered by many to be the king of all racing automobilists. He has won more long-distance races than any man in the world, and many of his records made on his last visit are still the best on the slate. It may be true that Fournier is not as daring now, and that others can cover his

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and that any old time will do to place your order for a **Tailor-Made Suit**, for many wise people are placing their orders for suits today and consequently a great many styles of cloths are being sold out, leaving you a choice only of what's left and you may be sure the first choosers get the best. We represent Ed. V. Price & Co., Chicago's famous Tailors. Every garment guaranteed to fit. You can have separate coat, vest or trousers made to your order.

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